

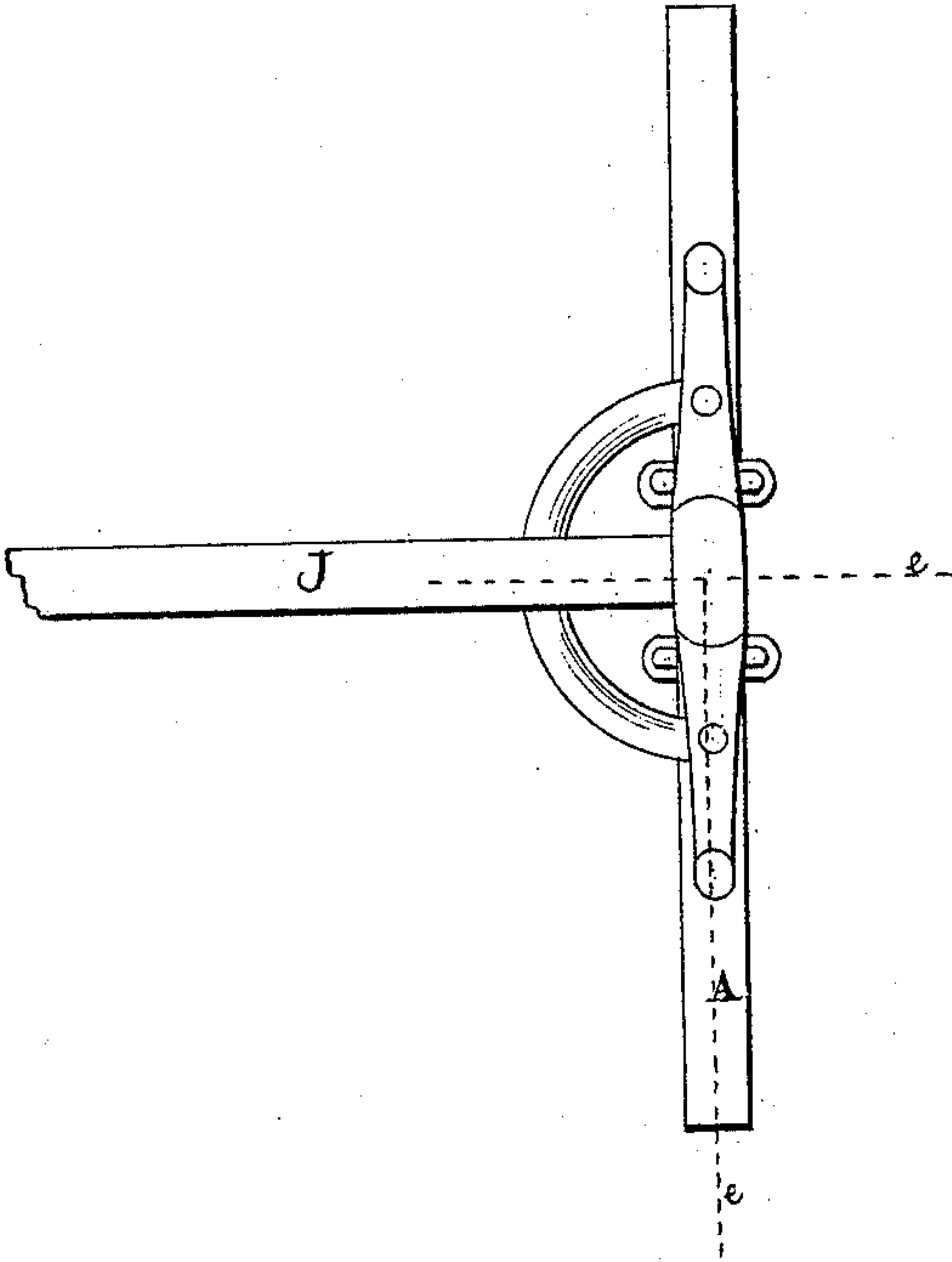
J. HOLLINGER.

Fifth Wheel.

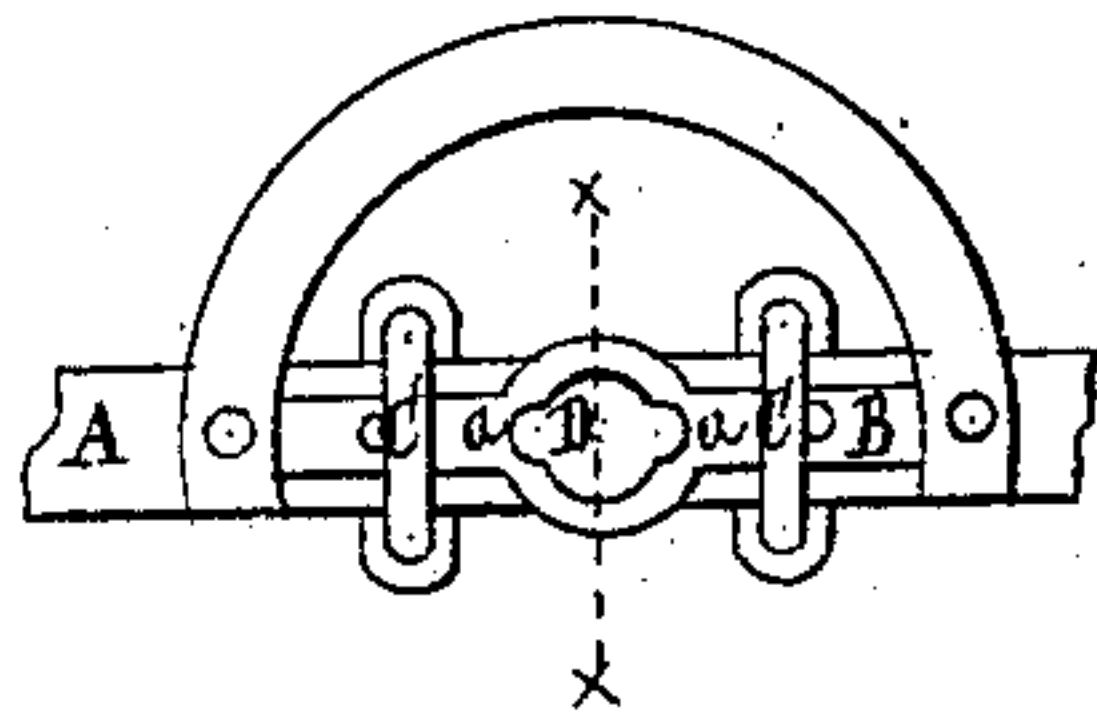
No. 113,884.

Patented Apr. 18, 1871.

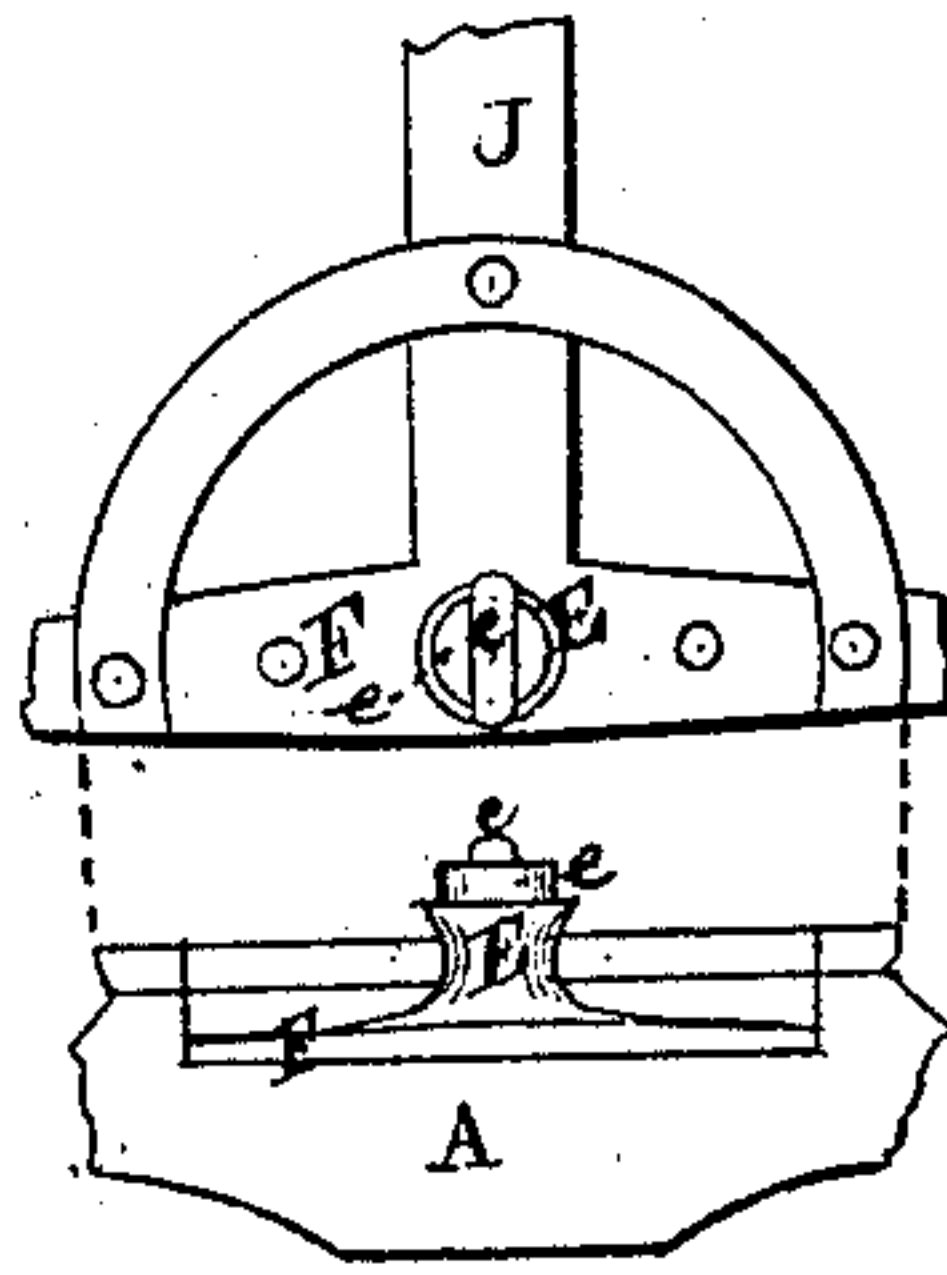
*Fig, 1.*



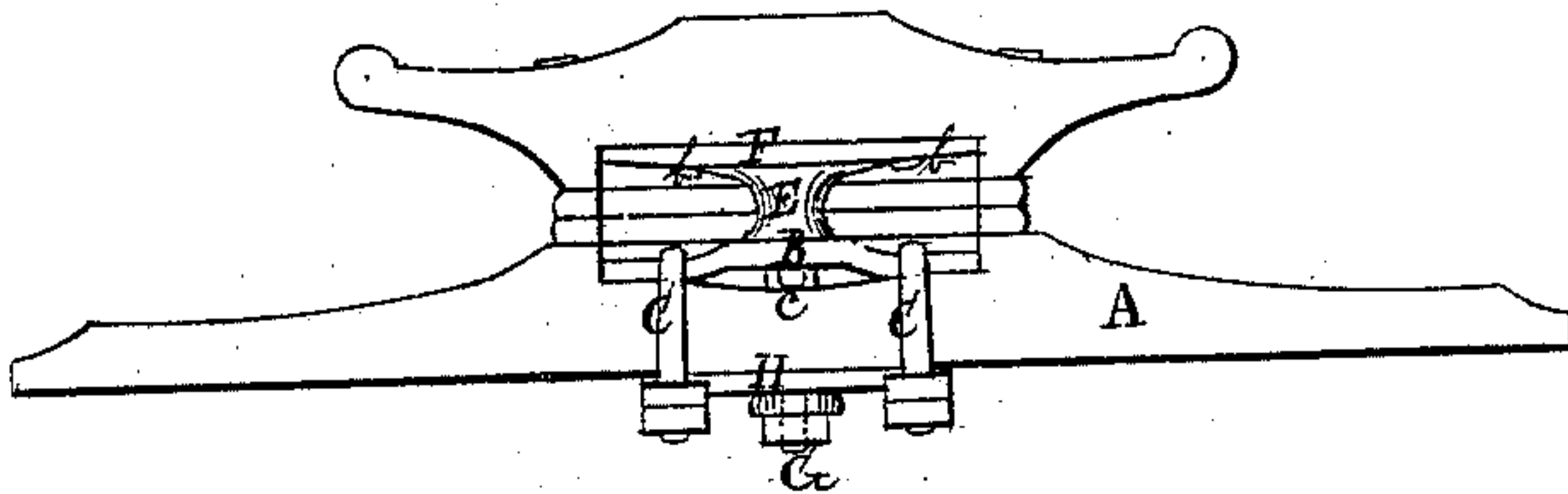
*Fig, 4.*



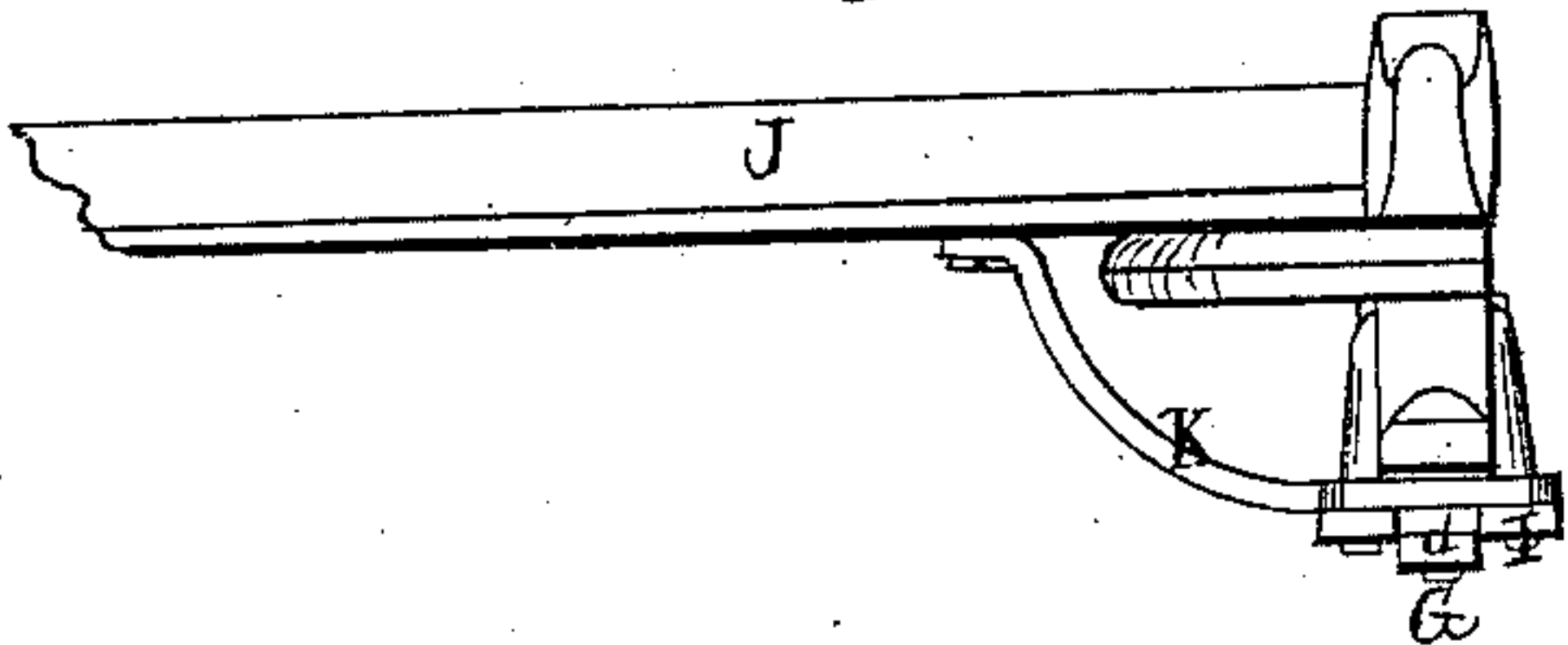
*Fig, 5.*



*Fig, 2.*



*Fig, 3.*



Witnesses.  
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# United States Patent Office.

JACOB HOLLINGER, OF MILLERSBURG, OHIO.

Letters Patent No. 113,884, dated April 18, 1871.

## IMPROVEMENT IN CARRIAGE-COUPINGS.

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, JACOB HOLLINGER, of Millersburg, in the county of Holmes and State of Ohio, have invented a certain new and improved Carriage-Coupling; and I do hereby declare that the following is a full, clear, and complete description of the same, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a top view of the coupling.

Figure 2 is a front view.

Figure 3 is a side view.

Figure 4 is a detached section.

Figure 5 is detached sections.

Like letters of reference refer to like parts in the several views.

The nature of this invention relates to a coupling, whereby a wagon-bolster and reach are connected to the front axle-tree, thereby dispensing with the use of the king-bolt now in ordinary use for that purpose, as hereinafter more fully described.

In the drawing, fig. 2—

A represents the axle-tree, to which is attached a plate, B, fig. 4, by means of the clips C.

In the center of said plate is a hole, D, the two opposite sides, *a*, of which are recessed or bayed, making the hole much longer in that direction than in the direction of the line *x x*, fig. 4.

E, fig. 2, is a pedestal, attached to the under side of the bolster by means of a plate, F, secured thereto by the bolts *b*.

Across the diameter *e* of said pedestal is a rib, *c*, projecting over each side of the pedestal, as seen in fig. 5, extending across the shoulder of the pedestal.

The length of said rib is greater than the diameter of the hole D, referred to, in the direction of the line *x x*, and but a little less than the length of the hole in the direction of the bays *a*, and through which it is passed for coupling the two parts of the wagon together.

On the under side of the axle-tree is a lug, G, projecting from a plate, H. Said plate and lug are attached to the axle-tree by means of the clips C and cross-plates I, fig. 3, the purpose of which will presently be shown.

As above said, the practical use of this coupling is for connecting the bolster and reach of a wagon to the front axle-tree, and which is done in the manner as follows:

It will be observed that the rib *c* on the end of the pedestal is in line with the reach J, fig. 5; hence, in

order to connect the two parts to each other the bolster and reach are turned so as to bring said reach in line with the axle-tree, as indicated by the dotted line *e*, fig. 1.

This will allow the rib *c* to enter the hole D, which on being entered therein the reach and bolster are then turned back to the proper position, as shown in figs. 1 and 3, thereby bringing the rib lengthwise across the shortest diameter of the hole, which will prevent the rib from being withdrawn, thereby attaching the two parts strongly to each other, but allowing a free movement of the neck of the pedestal in the hole, which forms a collar around it, as shown in fig. 2.

By this means a strong and durable coupling together of the front and hind parts of the wagon is effected without the use of a king-bolt, which, as ordinarily used, is made to pass through the bolster and through the axle-tree.

The holes made in the bolster and axle-tree for the admission of a king-bolt weaken the axle-tree and bolster, and, therefore, render them liable to break; and more especially is the axle-tree liable to such accidents, but which is avoided by the use of my coupling, as no king-bolt is used.

The brace K, fig. 3, is attached to the axle-tree by means of the lug G, which, as above said, is secured to the axle-tree by the plate H attached thereto by the clips C and cross-irons I.

A nut, *d*, on the end of the lug secures the brace from coming off.

By this means of attaching the brace to the axle-tree no hole is made therein; hence it is not weakened, but retains its full strength, and is, therefore, more durable than the axle-tree to which the brace is connected by a bolt in the ordinary way.

### Claim.

What I claim as my invention, and desire to secure by Letters Patent, is—

The pedestal E with the rib *c* and plate F, in combination with the plate B having a hole, D, with elongated sides, arranged in relation to each other, the axle-tree, and bolster, substantially as and for the purpose set forth.

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